

TROOP E

Troop E was organized in 1931 and is one the original troops. The troop is bordered on the east by the Mississippi River, and by the state of Arkansas on the south. The first Troop E Headquarters was located in Sikeston in two rooms of a building constructed for the Highway Department. On May 7, 1938, the headquarters was moved to Poplar Bluff. The Workers Public Administration built the building, which was the first Patrol troop headquarters completed in the state. The building--standing located south of Poplar Bluff on business U.S Highway 67--is still standing. It was the home of Troop E until 1975, when the present headquarters building was completed and formally dedicated on May 1. The present location is U.S. Highway 67 north of Poplar Bluff.

The first Patrol Satellite Station was opened in Troop E at Sikeston on October 1, 1973. The purpose of the satellite station was to better serve the citizens of that area.

Captain A.D. Sheppard was the first commander of Troop E (1931). The commanders since Captain Sheppard are as follows: First Sergeant O.L. Wallis, Captain O.L. Wallis, Lieutenant J. A. Tandy, Captain O.L. Wallis, Captain E.F. Dampf, Captain W.C. Brooks, Captain F.A Findley, Captain R.D. Radford, Captain D.R. Shelton, Captain M.E. Patrick, Captain P.C. Baird, and the present commander is Captain G.E. Ridens. Lieutenant J.E. McNeill is the Troop E Satellite "commander".

There were nine officers assigned to Troop E in 1931. The officers assigned were: Captain A.D. Sheppard, Sergeant Rufus R. Reed, Trooper H.J. Turnbull, Trooper Ben F. Graham, Trooper N.H. Massie, Trooper O.L. Wallis, Trooper Melvin Dace, Trooper Charles Pearson, and Trooper Hubert Brooks. The troop had seven cars and two motorcycles compared with 81 cars, seven trucks, and one van today. Troop E has 89 uniformed officers, 61 uniformed civilians, and 72 civilian employees, as well as eight temporary, civilian employees.

Troop E covered 24 counties in 1931, and today covers 16 counties: Madison, Wayne, Iron, Bollinger, Cape Girardeau, Scott, Stoddard, Bulter, Mississippi, Pemiscot, New Madrid, Dunkin, and Ripley, with officers patrolling one or more counties.

1935

Perry County was taken from Troop E and added to Troop C, Kirkwood. Dent County was also taken from Troop E, and added to Troop F, Jefferson City.

1937

Colonel Casteel decided there was a need to establish a radio station (troop headquarters) and the location of a tower, so it could be heard all over the troop. Several towns wanted it located in their city, but Poplar Bluff was chosen. Through the efforts of the publisher of the *Daily American Republic*,

John H. Wolpers, and Harry I. Ruth Sr., county judge, a 30-acre site was offered. Captain J.A. Wherritt (director of Radio) had several sites tested and the location south of Poplar Bluff was found most ideal for the radio station and the most centrally located. On November 12, 1937, the Highway Department authorized a 60' x 25' building, total cost \$9,000, and a \$15,000 radio station (KPHE) including a 325-foot tower. The building was built by the WPA, and was added onto twice later. It was the first troop headquarters completed in the state, which made it the oldest.

1938

A new troop headquarters building was constructed and on May 1, 1938, the headquarters for Troop E was moved to the new building located three miles north on U.S. Highway 67.

Frank Payne, a bootlegger, shot Trooper Nathan Massie and a constable at a roadblock south of Poplar Bluff.

1939

On December 1, 1939, Colonel B. Marvin Casteel resigned and Captain A.D. Sheppard (Troop E) became acting superintendent. Sergeant O.L. Wallis was in charge of the troop from 1939 until 1942, when he was promoted to captain. He served as troop commander until 1944, continuously except for a short time when he was acting superintendent. Lt. Tandy served as commander at that time. Captain Wallis returned to this command and served until retirement in 1966.

1940

On December 23, 1940, acting superintendent Captain A.D. Sheppard was called to active duty with the U.S. Army National Guard. He eventually became the adjutant general of Missouri.

1942

The first weight officer was Troy E. Gladish, hired at Cape Girardeau. At one time, there were stations in Cape Girardeau, Matthews, Dexter, and Poplar Bluff.

1944

In August 1944, Governor Donnell appointed Captain O.L. Wallis as acting superintendent.

1945

On July 13, 1945, Trooper J.N. Greim was killed in a plane crash. He was a passenger in private plane searching for a fugitive near Corning, Arkansas. He was the first member of Troop E to be killed in the line of duty.

1946

Each troop was assigned a safety officer, and the first officer assigned to that position in Troop E was George L. Montgomery. Safety officers were to give presentations on traffic safety to schools, service clubs, and any other organization that requested their service. Safety officers also were charged with the responsibility of coordinating the safety work in the troop. Troop E lost several counties in the western part of the troop due to a new troop being established at Willow Springs.

1950

Three new weight stations went into service in Troop E located at Dexter, Matthews, and Poplar Bluff.

1954

The first driver examiner clerks in Troop E were Bob Davis and Robert Hente. Mr. Davis and Mr. Hente gave written tests, and Sergeant A. Herman Hocker and Herbert F. Wickham administered the road tests. Mr. Davis joined the Patrol as a member in September 1955, and was employed until 1959. Mr. Hente later went from being a clerk to being a driver examiner, and retired as a supervisor on January 1, 1993.

1961

Trooper Glen Davis was shot on two different occasions. After killing a Cape Girardeau policeman, Douglas Wayne Thompson shot Trooper Davis during a "routine" traffic stop. Later in the year, Trooper Davis was shot again--this time by a demented man named Brown, who had barricaded himself in his house.

1970

All Troop E officers completed a very good school on motor vehicle inspection. Troopers L.O. Enderle and B.J. Adams instructed the course at the Dexter Armory, which was a central location. Troopers Enderle and Adams did an excellent job presenting the material in an interesting and informative manner. The instructors encouraged discussion and most members participated. The MVI program benefited greatly from this training.

On the morning of February 20, 1970, at 1:35 a.m., on Highway 61, in Pemiscot County, a short distance south of Hayti, three out-of-state people were fatally injured when a car failed to stay on its side of the road in a curve and hit another car head-on. On February 23, 1970, at 12:45 a.m., at exactly the same location, three more out-of-state people were fatally injured when another car failed to stay on its side and hit another car head-on. Sergeant R.G. Koontz who had worked the Hayti area for the past 10 years said he could recall only one fatality at that location prior to these.

Trooper Carroll Plunkett apprehended one of the most wanted criminals sought in Missouri on Highway 61 south of Sikeston. The wanted subject was William Herron, whose last known address was the St. Charles County Jail. Tpr. Plunkett noticed a blue 1964 Ford bearing Illinois plates traveling on Highway 61 south of Sikeston. Knowing most transients use Interstate 55, the trooper decided to check him out. Tpr. Plunkett checked the license through NCIC and it was reported stolen. At first, Herron used a fictitious name, but later revealed his name during questioning. Tpr. Plunkett received letters of commendation from Colonel Hockaday, and the sheriff of St. Charles County.

Trooper R.W. Jones was called to investigate a house burglary in a rural area near Poplar Bluff with Deputy Sheriff Cecil Foutch. At the house, they conducted the initial investigation and obtained what had been taken in the burglary. They followed up by contacting neighbors in the area to see if they could gather any additional information. In doing so, they obtained information which led them to residence where they saw a television described in the burglary in the back seat of the car. Suspect Robert Glen Fohrell was standing next to the car and was placed under arrest, and Nona M. Rytrski came out of the residence and was also arrested.

On July 25, 1970, Trooper N.R. Grissom paced a car at 90 mph, on Interstate 55 south of Sikeston. The car was stopped, and the lady driving was asked for her driver's license. She produced a Tennessee license, and after looking at the name Tpr. Grissom asked to look at her license, not her husband's. She replied, "Man it's for real, a boy named Sue ain't got nothing on me. How would you like to be a girl named Clyde?" Her name was Clyde V. Staples, of Memphis, Tennessee.

On October 9, Sergeant G.L. Montgomery, Corporal R.F. Miller, and Trooper B.J. Adams, were invited to KFVA Television "Breakfast Show" along with Illinois State Police officers Sergeant G. Rockwell and Trooper F. Stille. The men participated in a round table discussion on motor vehicle inspection. Sergeant G.L. Montgomery served as a moderator. A comparison was made between the laws in both states.

1971

On February 23, 1971, at 1450 hours, the Bank of Marquand was held up and over \$15,000 was taken. Three suspects were in custody and \$13,000 was found in their possession a short time later by alert officers. Trooper C.R. Sisk and Deputy Sheriff Floyd Urich stopped one car and Corporal R.F. Miller stopped another. The moneybags, clothing, and other articles in the possession of the suspects were taken back to the bank and bank employees identified them.

1973

The first new satellite station was opened in Troop E at Sikeston on October 1, 1973. Lieutenant W.E Lemonds was in charge of the station, and Weight Inspectors B.J. Givens and B.D. Landers worked in the office.

The groundbreaking ceremony for the new Troop E Headquarters, Poplar Bluff, took place on October 19. In attendance were Colonel Smith, Poplar Bluff Mayor Wheatley, and Senator Nelson Tinnin.

1974

Construction of the new headquarters building at Troop E, Poplar Bluff, began in January 1974.

1975

On January 1, 1975, Perry County became a part of Troop C. Previously, this county had been under the administrative jurisdiction of Troop E.

The personnel of Troop E moved into their new headquarters building on April 14, 1975. Governor Christopher Bond formerly dedicated the new building on May 1, 1975.

Troop E received its first aircraft, a Cessna Skylane 182. Trooper A.J. Sticker was assigned as the primary pilot. Tpr. Stricker had previously been the pilot in Troop A before transferring to Troop E. Corporal L.O. Enderle was assigned as the back-up pilot.

1977

An open house was held at the new satellite station in Sikeston on May 15, 1977.

1980

At 4 a.m. on February 14, 1980, simultaneous drug raids were conducted in various locations in Troop E. Officers participating in the raids included 26 officers from Troop E, deputies from Dunklin, New Madrid, Pemiscot, Scott, and Stoddard counties, and members of Caruthersville, Kennett, Lilbourn, Portageville, and Sikeston police departments, along with officers of the Intelligence and Investigation Section of GHQ. This was the culmination of several months of investigation by several undercover agents of the Highway Patrol. There was a total of 50 warrants served--32 adults and 1 juvenile picked up--along with a large quantity of drugs and stolen property seized incidental to these arrests.

On April 9, 1980, delivery of a new 1980 Cessna Skylane was accepted from Industrial Aviation, Jefferson City, Missouri, and it replaced a 1975 model at Troop E. The new aircraft was equipped with the latest navigation and communication equipment available. Sergeant L.O Enderle and Trooper K.R. Ledbetter were the pilots assigned to fly the aircraft and provide aerial surveillance for Troops E and G.

1984

Officers in Troop E helped provide security for Olympic Torch runners as they traveled the highways in the troop.

1988

The Patrol's first K-9 Unit completed training in early November. The unit made up of four troopers and their German shepherd partners had trained for six weeks under the direction of Mr. Georg Mueller of Kassel, West Germany. The first officer assigned a K-9 in Troop E was Trooper Greg Kenley. His K-9 partner was named Ben.

1991

Corporal David C. May was honored with the 1991 "Top Gun" award presented by the Crowley Ridge Flyers at their annual Christmas awards banquet on December 17. Corporal May's award was for "exemplifying professionalism in flying, striving for increased proficiency, and projecting a positive image for general aviation."

"At 10:45 a.m., December 19, 1991, Troop E Radio came alive. The voice of Chief Operator Richard King was clear and firm, "Bank robbery at Essex!" There was no doubt this was the real thing. I [Cpl. David C. May] was flying traffic in airplane 93MP near Kennett with Sergeant J.E. Bacon as an observer. I proceeded immediately to the area as officers began setting up roadblocks. The Patrol's professionalism could be felt in the air and set the stage for what was to occur.

The senior bank teller on duty was a professional. She activated the silent alarm and turned on the cameras. Forty thousand four hundred and five dollars (\$40,405) was placed in a brown Piggly Wiggly grocery bag along with a tear gas dye bomb. The tellers on duty described the suspect as a white male in his 20s, wearing a blue ski mask, blue Wrangler jeans, pink shirt, blue vest, and white tennis shoes, armed with a sawed-off shotgun. This description later proved to be correct including the brand name of jeans.

Sergeant T.M. Almond located two witnesses who reported seeing a man leaving the bank carrying a paper bag. There was nothing too unusual about the guy until the bag he was carrying popped loudly and began to smoke. At this point the man ran behind a church and got into a blue Pontiac Grand Am. The vehicle left eastbound on Route 114.

At 1:08 p.m., three hours and 37 minutes after the robbery, Sergeant R.L. Jones observed a blue Pontiac on Route ZZ, southwest of Dexter. Sgt. Jones admitted he was "about half lost at the time" and was only driving 30 mph as he met this vehicle. Being highly trained, Sgt. Jones took notice that the vehicle was a Grand Am driven by a white male who would not make eye contact. As Sgt. Jones began to stop and turn around, the Pontiac fled at a high rate of speed. It suddenly occurred to Sgt. Jones that this was, in fact, the bank robber and the

chase was on. Sgt. Jones was Troop E's public information and education officer, and is assigned a white 1991 Chevrolet station wagon with Patrol emblems and stripes. (It kind of looked like the vehicle from the movie Ghost Busters.)

The pursuit crossed U.S. Highway 60 north of Dudley where the fleeing bank robber forced several other vehicles off the road. Corporal D.H. Moreland joined the chase at this point, as they headed north on Route WW from Dudley. When the chase took to the gravel road several wooden bridges were encountered.

At this point, Sergeant Bacon and I [Cpl. May] became involved in the chase. The bank robber was given a couple of good views of 93MP, but insisted on not giving up. Sgt. Bacon could have taken care of him with his Glock, but he would not let go of the sides of his seat long enough to open the window or draw his weapon. From our viewpoint we assisted the ground officers as best we could and attempted to keep headquarters advised. At this time, the cars were on Highway 51 heading toward Puxico.

Trooper F.J. Stoffregen set up a roadblock at Highway 51 and Route T just ahead of the pursuit. As the pursuit approached the roadblock, the fleeing robber hesitated about passing a van and slowed down. Suddenly he found himself almost stopped with a van in front of him. To his left was Tpr. Stoffregen showing him the business end of a 12-gauge shotgun. To his rear and right were Sgt. Jones and Cpl. Moreland. Above him was 93MP. What did he do? What could he do? Like any good crook that finds himself surrounded by Missouri's finest, he raised his hands and surrendered. The bank robber was given a set of shiny stainless steel bracelets to wear."

1992

Inspector Keith Woodruff and his keen eye was sparkling on November 12, 1992. A subject brought in a 1989 Chevrolet van to Troop E for verification of a salvage vehicle identification number.

Insp. Woodruff examined the vehicle and noticed the VIN plate had been painted silver and the rivets had been disfigured. A check of the confidential VIN number revealed the van was a re-tagged stolen vehicle. The vehicle had been stolen in West Memphis, Arkansas, the prior month. Corporal S.L. Pirtle seized the vehicle and Insp. Woodruff contacted West Memphis Police.

Trooper M.R. Renshaw completed the Interviewing Techniques/Statement Analysis School October 26-30. About a week later, he stopped a vehicle with two subjects in a vehicle with no front license on U.S. Highway 67 south of Fredericktown. Tpr. Renshaw used different interview techniques he had just learned, and received conflicting stories. He asked for permission to search, but they refused and he eventually let the vehicle go. Tpr. Renshaw notified Troop E Headquarters of his suspicions and Trooper Larry W. Plunkett Jr. stopped the vehicle for speeding near Troop E Headquarters. Tpr. Plunkett asked to search and was refused. The K-9 team was called, and the dog made a "hit" on the trunk. The vehicle was towed to Troop E Headquarters for inventory and

processing. The driver and passenger gave written consent for search, and officers found nearly \$31,000 in cash in the trunk.

1993

On November 11, 1993, a field sobriety test administered by a CVE supervisor at E-2 South indicated a driver was impaired. This led to subsequent finding of about 15 grams of cocaine on the subject, and 10 cans of beer in the vehicle.

1994

During the first 12 days of January 1994, inspectors at E-2 (Steele) initiated contacts resulting in four possession of drug charges, four charges of possession of drug paraphernalia, three cases of driving under the influence or refusal, one instance of possession of alcohol, and five drivers, who were in such a condition to be a hazard to everyone, were taken off the highway.

On February 19, the Sikeston Elk's Lodge recognized Trooper Jeff Heath as on the Outstanding Law Enforcement Officer of the Year. Tpr. Heath distinguished himself as one of the hardest working officers in Troop E. He was continually among troop leaders in DWI, criminal, and drug interdiction arrest. In previous years, he netted: 462 pounds of marijuana, 10 kilos of cocaine, three pounds of crack cocaine, and \$51,976.

On September 2, Trooper Perry Hazelwood fatally shot a suspect who was brandishing an automatic weapon in a busy intersection near Cape Girardeau. Two other suspects were taken into custody.

On October 20, at 1:49 a.m., a black Kenworth tractor pulling a refrigerated box trailer was stopped at E-2 North by CVE Inspectors L.E. Masterson and R.G. Cobb. A thorough inspection of the truck revealed several discrepancies. The driver of the truck appeared to be very nervous, and had to repeatedly wipe sweat from his head. The driver said he was loaded with watermelons, had loaded them himself and was going to try to sell them.

The bill of lading showed the melons were being shipped to a produce company in Michigan. The driver had difficulty backing his truck and juice was running from the truck. It smelled like fabric softener. The inspectors requested assistance from a trooper and Trooper J.A. Sampietro responded. After Tpr. Sampietro arrived, he obtained consent to search and it did not take long for inspectors to find nine old army bags of marijuana hidden in the bins of rotting watermelons. Approximately 500 pounds of marijuana was confiscated. The marijuana was in blocks weighing about three pounds each, wrapped in fabric softener with an outer layer of duct tape.

1995

On May 5, at 6:25 p.m., CVE Inspectors L.E. Masterson and B D. Hay stopped a purple Kenworth tractor pulling a refrigerated box trailer driven by Guadalupe Romero at E-2 North on Interstate 55 near Steele.

The driver said he had loaded the trailer in Texas, but his logbook showed he had not been in Texas. Romero had his girlfriend and children in the truck without consent. Sgt. R. Guilliams arrived at the scale house and questioning continued. Romero became very nervous and ringing his hands, then began to sweat and pace back and forth. Permission to search was obtained and located inside was 73 bundles of marijuana containing 1,639 3/4 pounds of marijuana.

1996

Sergeant Randy V. Sullivan was killed in a traffic crash February 17, 1996, on Missouri Highway 72 in Madison County, eight miles west of Fredericktown. The crash occurred when Sgt. Sullivan, 40, checked a speeding vehicle by radar and turned around to overtake the violator. As he came over a hill, his vehicle ran off the roadway and struck several trees. Troopers responding to the scene found Sgt. Sullivan's car engulfed in flames with his body inside it. Patrol Recruit Christopher R. Thomas, who was riding with Sgt. Sullivan, was found outside the vehicle. He had sustained moderate injuries. Sgt. Sullivan was a 17-year veteran of the Patrol. His wife, Brenda, and their three sons: Justin, Brandon, and Caleb, survived Sgt. Sullivan.

In the fall 1996, the communications services were relocated from the satellite facility to Troop E Headquarters in Poplar Bluff. With the installation of a new multi-position communications console at Troop E, the troop was divided in half, north and south, utilizing two communication channels.

In June, six members of the Missouri State Highway Patrol were assigned to work with Sikeston Missouri Department of Public Safety. Through a federal grant from the Department of Justice named "Weed and Seed", bicycles were purchased and the officers patrolled with the Sikeston Department of Public Safety on the streets of Sikeston from 1-9 p.m. on June 25-August 31. The Patrol officers assigned were: Sergeant Robert A. Guilliams, Corporal Greg D. Kenley, Corporal Jeff S. Waggoner, Trooper Christopher G. Graves, Trooper Stephen D. Jarrell, and Trooper David F. Sweeney.

1997

On February 7, 1997, the Sikeston Elks honored the members of Troop E, Zones 8 and 9 at their Annual Law Enforcement Appreciation Dinner. Zone 8 and 9 were honored for their fight against the war on drugs along Interstate 55 in Pemiscot County. In 1996, these zones seized more than 2,800 pounds of marijuana, 22 pounds of cocaine, and more than \$58,000, involving 79 defendants during its interdiction efforts. Zone 8 members were: Sergeant W.C. Clayton, Corporal J.L. Heath, Trooper G.G. Graves, Trooper J.T. Laramore, and Trooper D.K. Striegel. Zone 9 members were: Sergeant R.A. Guilliams, Corporal L.W., Plunkett Jr., Trooper F.L. Butler, Trooper T.W. Lee, and Trooper J.F. Nance.

1998

On December 2, 1998, at approximately 10:30 a.m., Troop E desk received an emergency telephone call from Jeff Parker, a young man from Sikeston. Parker stated he was eastbound on U.S. Highway 60 in Butler County in a 1998 Ford Escort, and the accelerator was stuck. He was told by Sergeant Jon Daniel to turn off the engine, he did so, but the vehicle continued on at 90 mph. Sgt. Daniel inquired about the fuel in the vehicle and Parker said three quarters of a tank. Parker tried to apply the brakes, but they quickly became too hot. Troop E desk called Ford Motor Company, however they did not have a solution and Parker was now approaching Illinois on Interstate 57. Patrol cars had been notified to try to run interference. The vehicle continued at speeds of 110 mph. Troop E was losing cellular contact and advised Parker to call *77 for Illinois State Police. Ford Motor Company had already called Illinois and instructed them to tell Parker to hit the gear shift as hard as he could causing the engine to blow up. Thus ended the chase that wasn't.

1999

Sergeant David C. May, 41, was killed in the line of duty on May 17, 1999. Sgt. May, a pilot for Troop E, died as result of injuries sustained in a helicopter crash. The fatal accident occurred in downtown Poplar Bluff, just west of Business U.S. Highway 67. He and a professional photographer, Ricky Wayne Gunnels Jr., 22, had been photographing and videotaping the "Law Enforcement Torch Run" for Special Olympics. Gunnels also died as a result of the crash. Sgt. May was an 18-year veteran of the Patrol. Sgt. May was survived by his wife, Lynda; their two daughters: Krista, 11, and Taralyn, 9; and his father, Cargene.

In February, a fourth Major Crash Investigation Team was formed and assigned to Troop E. The officers assigned to the unit were Corporal C.M. Heath, Trooper K.W. Mallugen, and Trooper T.G. Pulley. The Troop E team has a wide variety of duties. They assisted in crime scene investigations, assisted the FAA with downed aircrafts, and have assisted the FBI with archeological unit photographing scenes and training at their St. Charles, Missouri, facility. The unit also assists the Missouri Attorney General's Office with homicides and bullet trajectory.

In August, Troop E officers and aircraft assisted Troops G and I in locating a Missouri Air National Guard pilot after his F-15 fighter plane collided with another F-15 during maneuvers in Shannon County.

On October 21, 1999, at approximately 3:15 a.m., an earthquake occurred in Southeast Missouri and Northeast Arkansas. The earthquake was confirmed as a 3.9 on the Richter scale with the epicenter approximately 35 miles west of Poplar Bluff. Tremors were reported in southern Butler, southern Howell, Oregon, and Ripley counties.

2000

Trooper Aaron Harrison was named DPS Employee of the month for February. The recognition came after Tpr. Harrison took the initiative to investigate reports of anhydrous ammonia theft in his area. Anhydrous ammonia is an ingredient used in the production of methamphetamine. Tpr. Harrison contacted the Co-op managers in his area to confirm the theft was occurring, and was a problem. As a result of this investigation, and in conjunction with the Cape Girardeau County Sheriff's Department and the Southeast Missouri Drug Task Force, more than 30 arrests were made. Governor Mel Carnahan also named Tpr. Harrison State Employee of the month for May.

As a memorial to Sgt. David C. May, the 19th member of the Missouri State Highway Patrol to die in the line of duty, the registration numbers of N93MP were changed to reflect Sgt. May's badge number. The 1986 Cessna 182 airplane, assigned to Troop E, was renumbered to N873MP. This became possible through the research and patience of Sergeant J.A. Sampietro, the pilot replacing Sgt. May.

The Memorial Award was presented to the family of Sgt. D.C. May, who died as result of injuries sustained in a helicopter crash. According to witnesses, Sgt. May guided the helicopter away from businesses, homes, and pedestrians as it fell. This heroic action showed his devotion to serving and protecting the people of Missouri. The name of Sgt. David C. May was added to the Missouri Law Enforcement Memorial in Jefferson City. Lt. Dave Hart escorted the May family to Washington, D.C, to attend the national memorial service honoring law enforcement killed in the line of duty.

2001

On February 16, 2001, Sergeant Robert A. Williams lost his life in the line of duty as a result of a traffic crash on Interstate 55 in Pemiscot County. He was responding to a call that a tractor-trailer was in the median at the two-mile marker. Sgt. Williams began his shift on February 15 at 8 p.m., and after incarcerating a drunk at the New Madrid County Jail at 3:30 a.m., he received the radio call regarding the tractor-trailer in the median, which was about 42 miles away from his location. It was raining and the wind was blowing, making driving conditions poor.

At about 4 a.m. Troop E started receiving calls of an accident near the 14-mile marker (later confirmed at the 16-mile marker). R&T Technician John Beaton began to call Sgt. Williams---with no response. At 4:29 a.m., it was confirmed a patrol car was involved in the reported wreck. Sgt. Williams had apparently hydroplaned on wet pavement, causing his car to spin out of control, striking a concrete bridge abutment. Rescue personnel quickly responded, but his body was located below the water level.

Sgt. Williams was a 17-year veteran of the Highway Patrol and spent his entire career in Troop E. He was the zone commander of Troop E, Zone 8. His wife, Paula, and two children: Ashton and Justin, survived him.

On September 28, 2001, the United States Attorney's Office, Eastern District of Missouri, held its annual awards ceremony at the Thomas F. Eagleton Federal Courthouse in St. Louis, Missouri. Among those honored were Troop E employees CVO Bill G. Britton, CVO Larry E. Masterson, Sgt. Rick J. Sanders, and Tpr. Jason N. Crites. Each officer was presented a Distinguished Service Award for their efforts in seizing more than 6,500 pounds of processed marijuana during two separate commercial vehicle inspections at scale house E-2 North near Steele, Missouri.

2002

Troop E's first Community Alliance Program was held at Troop E Headquarters, in Poplar Bluff, Missouri. The program was huge success. After seven weeks of learning about drugs, drunks, and firearms, it culminated with stop and approach scenarios behind troop headquarters. Almost all the "citizens turned troopers" got shot by the bad guys.

On Friday, February 8, 2002, the ribbon cutting ceremony and grand opening took place for the new scale house located on Interstate 55 near Steele. The previous scale house was built in 1975, and was approximately the size of the trucker's slang term for the scales (chicken coop). The new scale house has 1,300 square feet with two bathrooms and a shower. There is a small room for the drivers to enter and a dividing wall between them and the CVOs, a safety measure that has been much needed for a long time. This is an extremely nice facility and is enjoyed by the CVOs of Troop E.

On August 31, 2002, an informal ceremony dedicating a portion of Route 72 in Madison County as Sergeant Randy Sullivan Memorial Highway was held at the Madison County Courthouse in Fredericktown, Missouri. A presentation of smaller versions of the sign was made by Sergeant Shelby Pirtle and Matthew Renshaw to Randy's widow, Brenda, and his children: Justin, Brandon, and Caleb.

2003

On July 9, 2003, the Law Enforcement Traffic Safety Advisory Council honored Trooper Michael G. Slaughter as "Traffic Officer of the Year". The council had their banquet at the Sun Spree Holiday Inn in Lake Ozark, Missouri. During the year 2002, Trooper Slaughter totaled 1,386 arrests and issued 1,603 warnings. These totals included: 50 DWI arrests, 425 speeding violations, 608 seat belt violations, 46 hazardous moving violations, 135 non-hazardous moving violations, 17 felony arrests, 60 criminal misdemeanor arrests, 60 controlled substance arrests, and 21 warrant arrests.

On December 27, 2003, Corporal Terry Lee was recognized with a "Lifesaving Citation" for his unselfish display of bravery during a fire at the Doniphan City Jail. Cpl. Lee was at the facility and assisted local authorities in the evacuation of the building. As a result of the decisive actions of all involved, the

inmates were safely removed from the building and no serious injuries were reported.

2004

On January 21, 2004, CVO II Raymond Oldsen was working what seemed to be a typical day in his assigned portable scale van, when suddenly it became anything but typical. CVO II Oldsen observed a silver Mercury Sable at a residence about 2 p.m., on Route C in Pemiscot County. The vehicle was occupied by a white male and he could see another white male running from the rear of the residence. The vehicle left the area going toward Kennett. CVO II Oldsen checked the residence and his suspicions were correct, the back door of the residence had been forced open. CVO II Oldsen notified Troop E, Kennett Police, and the Pemiscot County Sheriff's Department. The vehicle was quickly stopped and both subjects apprehended.

At approximately 10:07 a.m., June 14, 2004, the Missouri State Highway Patrol was notified of an accident on Interstate 55, in Cape Girardeau County, involving a trooper, who had been struck by a car. It was later determined the trooper was Sergeant Bradley S. Lively, a zone supervisor in Cape Girardeau, Scott, and Bollinger counties. The accident occurred as Sgt. Lively was attempting to conduct a traffic stop on northbound lanes of Interstate 55, near the 102-mile marker. Sgt. Lively was outside his patrol vehicle when a northbound vehicle struck him. After spending several weeks at St. Francis Medical Center in Cape Girardeau, Missouri, Sgt. Lively recuperated at home. In the fall 2005, Sgt. Lively returned to full duty.

On March 24, 2004, Missouri State Representative Otto Bean presented a worthy group of Troop E commercial vehicle officers and troopers a special House of Representatives Resolution for their work in the war against drugs. Recognized at the presentation were: CVO Sprv. Ron Abmeyer, CVO Sprv. Randy Cobb, CVO II Larry Masterson, Trooper Jason Crites, Sergeant Reggie Walker and Sergeant Rick Sanders.

On April 16, 2004, the Poplar Bluff Elks chapter of the Fraternal Order of Elks held its annual Law Enforcement Appreciation Banquet for 2004. Honored for 2004 from the Missouri State Highway Patrol was Sergeant Lonnie Hickman. Sgt. Hickman is a 28-year veteran of the Patrol and serves as evidence and supply officer for Troop E.

In July 2004, Troop E received a new canine. K-9 Taz was born February 10, 2002, and is now partnered with Sergeant Rick Sanders.

On September 9, 2004, Captain George Ridens announced, "President George W. Bush is coming to Poplar Bluff on Labor Day." That left only three short days to make overwhelming plans involving several departments and much manpower. However, plans were put in place and, as usual, Troop E employees did an excellent job. The president's visit to Poplar Bluff was successful and all went as planned.

On December 1, 2004, Trooper Nicholas Bratton was forced to swerve and avoid an inattentive driver who had failed to yield to his emergency vehicle. His patrol car struck the concrete base of an electric light standard, nearly shearing the vehicle in two. Tpr. Bratton was airlifted to Elvis Presley Trauma Center in Memphis, Tennessee, where he underwent several surgical procedures and rehabilitation.

2005

Troop E had two officers return to work after both had fully recovered from serious injuries sustained while on duty. In June 2005, Tpr. Bratton returned to road duty after being involved in a traffic crash in December 2004. In September 2005, Sgt. Lively returned to work after numerous surgical procedures, and nearly a year of intense rehabilitation.

In August 2005, Troop E established a two-man zone primarily to work drug interdiction on Interstate 55. Assigned to the interdiction zone are Sergeant R.J. Sanders with K-9 Taz, and Trooper J. S. Steward. The zone seized 58 pounds of marijuana, one-half pound of methamphetamine and nearly one pound of heroin.

On November 14, 2005, Bollinger County received seven and a half inches of rain over a very short period of time. The intense rainfall caused a flash flood of the Castor River. The nearby Castor River Campground was rapidly overcome by floodwaters stranding numerous campers in the frigid floodwaters. The Bollinger County Sheriff's Department and Fire Department responded to the campgrounds, but encountered difficulty in navigating the strong flood currents. At the request of the Bollinger County Sheriff, off-duty Trooper Matthew Kenney responded with his personal boat. Tpr. Kenney, with his river boating experience and knowledge, was able to respond and save the lives of six adults and three children. The chief deputy of Bollinger County Sheriff's Department said he believed the sheriff would have drowned if Tpr. Keeney had not arrived to help. Tpr. Keeney received a Patrol Lifesaving Award for his heroism.

2006

On April 2, 2006, at approximately 6:30 p.m., a very strong line of thunderstorms and tornadoes moved through Dunklin and Pemiscot counties. Initial reports indicated extensive property damage, especially within the communities of Kennett, Deering, Braggadocio, and Caruthersville. Surrounding agencies and Troop E officers responded to the affected areas. Many electrical power lines were down and a natural gas line rupture occurred with the Texas Eastern Gas Line in Deering.

As a result of these storms, 60 people suffered injuries, one being fatal. The Patrol originally sent 21 officers. Finally, the compliment consisted of 50 officers working 12-hour shifts. Many other departments assisted in the devastated area: Missouri State Water Patrol, Missouri Department of Conservation, Missouri Park Rangers, Missouri Fire Marshal's Office, Missouri

Army National Guard, and many southeast Missouri county and municipal police and fire departments.

DPS Director Mark S. James named Trooper Matthew L. Keeney DPS Employee of the Month for April 2006. Tpr. Keeney answered a call for assistance from Bollinger County Sheriff Terry Wiseman while off-duty. The county had received seven and one-half inches of rain in a short period of time, causing the Castor River Campground to be flooded. Tpr. Keeney responded to the scene in his personal boat, maneuvered the craft in the strong currents successfully, and rescued six adults and three children. Tpr. Keeney was named State Employee of the Month for May 2006.

On Tuesday June 6, 2006, Governor Matt Blunt was in Cape Girardeau, MO, for a press conference and bill signing. The bill signed into law was House Bill 1698, known as Jessica's Law (relating to sexual offenders). Accompanying the governor was Representative Scott Lipke of Jackson, MO. Captain George Ridens and Sergeant Dale Moreland represented Troop E.

Troop E opened its doors from 1-4 p.m. on September 30, 2006, to celebrate 75 years of serving the public. The '59 Dodge patrol car, a marked, semi-marked, and an unmarked patrol car were all displayed. Members of Troop E demonstrated the rollover, the seat belt convincer, the golf car, and the fatal vision goggles. Sergeant Richard Sanders and K-9 Taz were the biggest hit of the day! Also on hand were two Patrol helicopters—the Bell Jet Ranger from General Headquarters, and the marijuana military OH 58 from Troop G. The range was open for those interested. The Major Crash Investigation Team and the commercial vehicle officers had excellent displays. About 350 to 400 guests toured the building and grounds.